

SCHLEY-HODGSON PAPERS

CORRESPONDENCE RELATING TO THE FAMOUS LOG.

Important Documents That May Be Introduced at the Court of Inquiry Today.

WASHINGTON, Oct. 4.—Copies of correspondence between Lieutenant Commander Schley and Admiral Rodgers during the period from June 5, 1898, to August 25, 1898, were given to the press today with the statement that the correspondence will be submitted to the court of inquiry by Lieutenant Commander Schley.

June 5, 1898, Admiral Schley wrote Lieutenant Rodgers, enclosing an editorial from the New York Sun, alleging that a colloquy had occurred between Schley and Rodgers on the morning of July 3, 1898, in the course of which the Admiral is reported to have said: "Damn the Texas; let her look out for herself."

June 8, 1898, Schley responded in a very long letter, dated at the New York Sun, denying that he authorized the publication of any conversation and making a long explanation of what he says occurred during the battle. He added that what was printed "as a part of a conversation between you and me is substantially correct, though not in the same manner in which it took place."

Thereafter, says Hodgson, "after putting the helm to starboard and to port once or twice to counteract the efforts of the Texas and Viscaya to get into action and ram us, and after the leading Spanish ship had reached just a little short of port beam, you decided to port the helm and turn around in chase to prevent the escape of any of the Spanish vessels."

Hodgson writes that he suggested that the Texas was about their starboard beam and that they should get into action and get their guns to bear on her line of fire, and that Schley replied that "the Texas will have to look out for that; that it was imperative to get around immediately, and by that time the Texas was so close to the enemy that you would expose yourself to attack from the torpedo-boats, that a lucky shot or two by the enemy might have sunk the Texas, and that you did not propose to run a risk at that stage of the battle, when it was unnecessary and when so much depended upon the speed of the Brooklyn."

Hodgson writes that he suggested that the Texas was about their starboard beam and that they should get into action and get their guns to bear on her line of fire, and that Schley replied that "the Texas will have to look out for that; that it was imperative to get around immediately, and by that time the Texas was so close to the enemy that you would expose yourself to attack from the torpedo-boats, that a lucky shot or two by the enemy might have sunk the Texas, and that you did not propose to run a risk at that stage of the battle, when it was unnecessary and when so much depended upon the speed of the Brooklyn."

Hodgson writes that he suggested that the Texas was about their starboard beam and that they should get into action and get their guns to bear on her line of fire, and that Schley replied that "the Texas will have to look out for that; that it was imperative to get around immediately, and by that time the Texas was so close to the enemy that you would expose yourself to attack from the torpedo-boats, that a lucky shot or two by the enemy might have sunk the Texas, and that you did not propose to run a risk at that stage of the battle, when it was unnecessary and when so much depended upon the speed of the Brooklyn."

Hodgson writes that he suggested that the Texas was about their starboard beam and that they should get into action and get their guns to bear on her line of fire, and that Schley replied that "the Texas will have to look out for that; that it was imperative to get around immediately, and by that time the Texas was so close to the enemy that you would expose yourself to attack from the torpedo-boats, that a lucky shot or two by the enemy might have sunk the Texas, and that you did not propose to run a risk at that stage of the battle, when it was unnecessary and when so much depended upon the speed of the Brooklyn."

Hodgson writes that he suggested that the Texas was about their starboard beam and that they should get into action and get their guns to bear on her line of fire, and that Schley replied that "the Texas will have to look out for that; that it was imperative to get around immediately, and by that time the Texas was so close to the enemy that you would expose yourself to attack from the torpedo-boats, that a lucky shot or two by the enemy might have sunk the Texas, and that you did not propose to run a risk at that stage of the battle, when it was unnecessary and when so much depended upon the speed of the Brooklyn."

TO EXPLAIN AN ERROR

(Continued from First Page.)

line. He remembered that the Marblehead was on the inside from the fact that some of the vessels of the squadron had fired at her. He could not say whether the fleet was further out in the day than at night or vice versa. He thought the Vixen and the Marblehead could have been seen by moonlight, but not after the moon had set. Captain Rodgers had concluded his testimony in chief when the court adjourned for luncheon.

Where the Shots Struck. The afternoon session began with Captain Rodgers still on the stand. He stated in reply to questions that he was senior member of the Naval Board of Survey appointed by Admiral Sampson to examine the wrecked Spanish vessels. The purpose of this line of examination was to bring out the witness' knowledge concerning the effect of the Brooklyn's gunnery at the battle of Santiago July 3, 1898.

Mr. Raynor, after securing Captain Lemly's permission, read two or three sentences from Admiral Sampson's letter as follows: "Please send Scorpion to communicate with those vessels at Santiago and direct one of them to report to the department."

NEW YORK, Oct. 4.—A gold medal has just been presented to ex-Mayor Abram S. Hewitt by the Chamber of Commerce, in recognition of his service in the cause of underground rapid transit in this city.

Gold Medal ...for... Abram S. Hewitt.

NEW YORK, Oct. 4.—A gold medal has just been presented to ex-Mayor Abram S. Hewitt by the Chamber of Commerce, in recognition of his service in the cause of underground rapid transit in this city.

From St. Nicholas Mole or Cape Haytien the change which I have made in the plans strongly advised by the department. As soon as this vessel has communicated with the department, on her return to the city of Santiago, I will report the condition of affairs and at once report at Havana or Cienfuegos, as I may think most advantageous.

While the examination on this point was in progress, Mr. Raynor read a letter, including the following extract: "If later it should develop that these vessels are at Santiago, we could then assemble all the port ships here and sail out for the purpose and completely blockade it. Until we receive more positive information, we shall continue to hold Havana and Santiago."

Condition of the Weather.

In reply to a question by Mr. Raynor as to the condition of the weather from May 21 to May 23, Captain Rodgers replied: "I do not recollect the events of the night of May 24. My recollection is that on the morning and throughout the day of the 25th the wind was fresh from a direction generally from the eastward, but generally southeasterly. The sea depended entirely upon the size of the ship. It was what I should call a moderate sea. I recollect the wind continued fresh that evening, but it was not so strong as it was around the cape headed eastward. The weather had moderated considerably, and on the late afternoon the weather was, I should say, fine, with a smooth sea."

On the road between Simons, Venezuela, and La Hacha, Colombia, September 29.—General Davila's first fight at Curoga was an absolute rout. Five Venezuelan battalions of 400 men each were engaged and the Colombians are estimated at the same number. General Echeverria was killed on the battlefield and not shot by the Colombians. General Davila, Clodomiro Castillo and Emilio Castro, a brother of President Castro, fled from the field. About 600 were killed on the Venezuelan side, including 30 minor officers. The Indians annihilated General Davila's retreating vanguard, composed of 200 men, and annihilated it."

From an absolutely authoritative source it is ascertained today by a representative of the Associated Press, that President Castro September 30 ordered the immediate imprisonment of all Nationalists in Venezuela.

Runsign Repairs on the Solace.

VALLEJO, Cal., Oct. 4.—Orders have been received at Mare Island to rush the repairs on the naval transport Solace, as she must be ready for service by October 15. A force of ship-fitters, joiners and machinists worked on her last night, and the men will work overtime continuously to get the vessel ready in time. It is stated that she is needed to take a force of marines to Panama.

THE HEISTAND HEARING.

Preliminary Organization of the Heistand Hearing.

WASHINGTON, Oct. 4.—Frank M. Arterhol, of Akron, O., was the first witness called today by the Senate military affairs committee in the investigation of charges against Lieutenant-Colonel H. O. S. Heistand. Mr. Arterhol, who is a resident of New York, to be attended by Heistand, Hawkes and himself. Heistand, however, did not attend the hearing, and subsequently appeared entirely indifferent as to the whole proceeding, though he did not have another meeting with the interested parties.

General W. W. Dudley, one of the promoters of the proposed company, and an attorney in the settlement made with the Heistand case, testified that Heistand was taken in the organization of the company. He said that Heistand had mentioned the names of General Corbin, Assistant Secretary Melickoff and Assistant Secretary Allen as friends of his, and that he would furnish information in advance of the opening of the ports the firm would give him \$5000. Hawkes said he obtained and furnished this information. De Buys denied these statements.

Long Trip of a Drydock.

NEW YORK, Oct. 4.—A special to the Journal and Advertiser from Washington says: With a general agreement reached by the insurance companies which is expected on the day fixed by the builders, the largest floating drydock in the world will start from Baltimore October 15 on a hardwood trip down the Atlantic and around the Gulf and up the Mississippi River to its new station at Algiers, La. A conference has been held this week between a representative of the firm building the dock and Admiral Benbow, chief of the Bureau of Yards and Docks, and an agreement reached to start the dock away. It is said that all the agencies connected with the risk will agree on the date named and the big basin will float off then. Next Saturday it will take the water and the work of preparing it for the cruise will begin. This dock has a length of 1750 tons, and is held by far the largest in the world. It is the design of two Englishmen, Clark and Standish. The great mass of steel, inclosed on all sides by a double layer of plating, the greatest warship ever built, and cost the Government over \$1,000,000.

The Mackay Cable Application.

WASHINGTON, Oct. 4.—At today's Cabinet meeting the matter of granting the application of the Postal Telegraph Company for permission to land at San Francisco, Guam, Honolulu and the Philippines a cable to connect all of the United States new possessions in the Pacific was discussed. The Postmaster General stated that one week from today he would be prepared to place before the President his opinion on the question of the President's right to grant the application.

New Chief of Ordnance.

WASHINGTON, Oct. 4.—Captain William Crozier, Ordnance Department, stationed at the Army Building in New York, will be selected to succeed General Burlington as Chief of Ordnance of the Army. Crozier was promoted to the rank of major next month. Captain Crozier was military representative of the United States at The Hague conference.

ROUT OF VENEZUELAN.

Six Hundred Killed in the Fight at Curoga. WILLEMSTADT, Oct. 4.—The correspondent of the Associated Press has received the following message from a correspondent in the field: "On the road between Simons, Venezuela, and La Hacha, Colombia, September 29.—General Davila's first fight at Curoga was an absolute rout. Five Venezuelan battalions of 400 men each were engaged and the Colombians are estimated at the same number. General Echeverria was killed on the battlefield and not shot by the Colombians. General Davila, Clodomiro Castillo and Emilio Castro, a brother of President Castro, fled from the field. About 600 were killed on the Venezuelan side, including 30 minor officers. The Indians annihilated General Davila's retreating vanguard, composed of 200 men, and annihilated it."

From an absolutely authoritative source it is ascertained today by a representative of the Associated Press, that President Castro September 30 ordered the immediate imprisonment of all Nationalists in Venezuela.

Runsign Repairs on the Solace.

VALLEJO, Cal., Oct. 4.—Orders have been received at Mare Island to rush the repairs on the naval transport Solace, as she must be ready for service by October 15. A force of ship-fitters, joiners and machinists worked on her last night, and the men will work overtime continuously to get the vessel ready in time. It is stated that she is needed to take a force of marines to Panama.

Return of the Ranger.

SAN FRANCISCO, Oct. 4.—The cruiser Ranger returned today from Panama. She had been on duty during the recent rebellion in Colombia, and her return was an acute stage. There was no sign of any disturbance along the line of railroad between Panama and Colon.

Stops the Cough and Works off the Cold.

Laxative Bromo-Quinine Tablets cure a cold in one day. No Cure, No Pay. Price, 25 cents.

THE "DEAR SCHLEY" LETTER.

At this point Commander Rodgers was accused and Judge-Advocate Lemly again brought up the question as to whether the word Santiago had been substituted by mistake for the word Cienfuegos in the letter written by Admiral Sampson to Commander Schley on May 29, beginning "Dear Schley." Captain Lemly said: "The word was originally 'Santiago,' as it is printed in the Senate document. The difference appears to be a matter of punctuation, and in the letter, as it appears copied in Admiral Sampson's copy-book, it reads: 'I will then receive more positive information. I shall continue to hold Havana and Santiago.' The word 'then' in the letter, as printed, refers back to other matters relating to Santiago, and the punctuation would appear to give it the meaning of 'therefore,' and we therefore receive, which is not intended, but it means really 'until we then,' after the arrival of Cervera at Santiago, 'receive further information,' etc. The initial, however, will be forthcoming."

Mr. Raynor, after securing Captain Lemly's permission, read two or three sentences from Admiral Sampson's letter as follows: "Please send Scorpion to communicate with those vessels at Santiago and direct one of them to report to the department."

Change in the Log.

"Do you remember whether any change was made in the log book in the record of the direction in which the helm was originally put?" "I think I remember that erasure; the word 'starboard' was erased and the word 'port' was substituted in its place."

"Do you remember discussing that in the presence of Schley and Captain Crozier?" "I do not."

"Very likely by the watch officer wanting to make an erasure in the log after I had examined it."

"Do you remember, if at all, you understood to check the log as written to show whether these points were correctly entered in the log book or not?" "No, I do not, except that it is more probable this was all done before noon of the succeeding day, because the log was generally given to the Captain by noon."

"Do you regard that as a correct entry in the logbook, that the helm was put to port in order to bring the starboard battery to bear on the Texas?" "No, that was not the reason for which the helm was put to port. It was put to port to bring the Brooklyn around as quickly as possible to head off the Spanish vessels."

"Would not the Brooklyn have been brought around quicker if the helm had been put starboard, as it was recorded in the logbook originally?" "I think she would."

"These words 'swinging clear of the fire of the Texas,' are they right?" "That is right. That is a point that impressed me. Fortunately we got around without having one of the Texas' guns fired over us."

"Did you give any specific instructions, or make any specific suggestions to the other who wrote the log with regard to putting in those words?" "I think it is very possible I did. I think it more than probable that I did, because that was the fact that impressed me as the result of swinging with the port helm. I was very thankful we cleared the Texas and her fire."

"Then were those words put in relative to the changing of the logbook from 'starboard' to 'port'?" "I cannot say. I was not at that time contemplating any such searching investigation as this, and consequently I thought that the log was written with the idea of giving a general and fair account of the battle, without being brought up under searching scrutiny, or I would have been more particular as to exact time and date."

Brooklyn swung clear of the Texas and brought around with helm hard aport until she brought in sight the leading Spanish vessel, which was the Viscaya, the Theresa having fallen off and gone in ashore, seeking a berth. As soon as we were around at the proper position the helm was eased so that we paralleled the course of the Viscaya, which at that time was about 240 or 250 yards on our starboard beam. The Colon was probably on the beam or a little forward of the beam, the Oquendo abaft the starboard beam. The Oquendo very soon fell out and ran in shore abreast and then we devoted our attention solely to the Colon and Viscaya."

Judge-Advocate Lemly—How near was the Texas to the Brooklyn when the latter crossed her bows?" "I suppose it was about 150 or 200 yards. 'Have you ever given this estimate as near as that?'" "Yes, sir."

"What have you given it before?" "One hundred and fifty yards." "Why do you change it now?" "Because I have read my notes written the day after the battle, and from notes I used on the board of navigators, I concluded from those that my estimate at that time when I gave it, 175 to 200 yards, was too near. Also, I was very much influenced by the thought that the navigating officer of the Texas would not think it was less than 150 yards."

"Just read your entry from your notes." The witness read: "We quickly put our helm aport and then around to starboard, passing well inside the Texas." That was written by me the day after the battle."

"If there is any reference to the distance you were from the Texas in those notes?" "No, sir."

"Do you remember whether anything was said about banking the fire of the Texas at that time?" "When I told the Commodore I thought I did, I do not think I might get a shot from one of her big guns."

"Skittish About a Collision." "Have you ever said that you were 'skittish' about a collision with the Texas at that time?" "Well, I was 'skittish' about it. I thought I was going to have a collision very likely with the Texas."

"How was the collision averted, from what you know of your own knowledge?" "I suppose it was averted because we passed ahead of her."

The Judge-Advocate then questioned Commander Hodgson about changes in the log of the Brooklyn, giving the account of the famous log of the witness, and that Lieutenant Doyle had written it, but that witness had given Doyle all the data for it.

"The information did you give him with reference to the direction in which the helm was put in turning the vessel?" "I told him the helm was put aport, if I mentioned that particular incident."

"No, I am not sure that I mentioned it, except that we turned around to head for the Spanish ships. I have not mentioned which way the helm was put, but if I mentioned it at all, I mentioned that it was put to starboard."

WINTERED IN GREENLAND.

Wanderings of Two American Explorers.

HALIFAX, N. S., Oct. 4.—After an existence of two years on ice floes of the Arctic region, Dr. Robert Peary and Dr. Samuel W. Bush, of Boston, have arrived at Sydney, on the Windward, en route home. From September, 1899, to September, 1901, they wandered through North Greenland in the hope of making discoveries which would be of benefit to the scientific world. They have returned with a score of interesting specimens of mineral plants, and a number of other specimens.

"I am almost certain that Lieutenant Peary did not make any valuable mineral discovery in Northern regions, and that his disagreement with Dr. DeLidich was caused through the veins, tones up the Dr. Stein. 'I do not know the exact cause of the trouble,' continued the doctor. 'We saw DeLidich last at Northumberland Island.'"

Dr. Stein gave the Associated Press the following account of the trip: "Dr. Warming, Dr. Leopold Karn, of the University of Vienna, and I left Sydney on July 21, 1899, on the steamer Diana. When we arrived at Cape Sabine we found that the sea to the northwest was a mass of pack ice, so that we were compelled to stop at Sabine. We had 10 Esquimaux men, but owing to a scarcity of walrus meat, they died. The temperature varied from about 20 below to about 20 below, October 20 the sun disappeared and did not reappear until February 15. When the moon appeared it remained above the horizon night and day for two weeks at a time."

"One night in December we were awakened by a loud knocking on the roof of our house and on investigating found three of Peary's Esquimaux. They returned to Peary a few days later with a letter from him, requesting him to send us an Esquimaux and team. Not long afterward he sent a reply that he would comply with our request at the earliest opportunity. He also mentioned that a vessel would not return south for two years. Dr. Karn and I decided to return, as we had learned that former explorers had probably accomplished what we set out to do."

"March 6 Peary arrived at our house. Three days later he went North in search of the pole and not long afterward we started South, leaving Dr. Warming at Sabine. At length we reached Cape York, but the snow compelled us to give up hopes of reaching Danish ports."

June 3 three whalers arrived, and on one of them Dr. Warming started South. August 15, the Windward arrived with Mrs. Peary on board. I took to the social duties during Secretary Long's first term in the Cabinet."

First Locomotive Engine Dead. NEW YORK, Oct. 4.—Wood Benson, 38 years old, is dead at the almshouse here. He went to Bellevue Hospital on June 25, suffering from a scalp wound, and asked for treatment. At the hospital it was found that his general health was poor, and as he had no friends to whom he could refer, he was sent to the almshouse. At that institution Benson told the keepers that he was the first locomotive engineer to run on regular trips to America. He also related many anecdotes of his experience in railroading and gave the names of several prominent men who, he said, had been close friends of his. When he died some of the men mentioned as living in Washington were communicated with and they at once sent word that they would bury the body.

General Getty Dead.

WASHINGTON, Oct. 4.—General Getty, one of the heroes of the Civil War and War of the Rebellion, is dead at the family residence at Forest Glen, Md.

Bay State Republican Convention.

BOSTON, Oct. 4.—The Massachusetts Republican State Convention, held here today, nominated Gov. M. M. Brewster, M. Murray Crane was renominated.

WATERED IN GREENLAND.

Wanderings of Two American Explorers. HALIFAX, N. S., Oct. 4.—After an existence of two years on ice floes of the Arctic region, Dr. Robert Peary and Dr. Samuel W. Bush, of Boston, have arrived at Sydney, on the Windward, en route home. From September, 1899, to September, 1901, they wandered through North Greenland in the hope of making discoveries which would be of benefit to the scientific world. They have returned with a score of interesting specimens of mineral plants, and a number of other specimens.

MOURNING IN MANY A FAMILY

Precious Lives That Might Have Been Saved

If Paine's Celery Compound Had Early Been Used Instead of Putting Faith in Worthless Cure-Alls.

There should be new legislation against the exercise of criminal ignorance in times of sickness. Many a good family is in mourning today for the loss of a relative who, when first the symptoms of serious sickness appeared, made the fatal mistake of simply taking the wrong medicine.

As soon think of stopping the sun with a wave of the hand as of stopping the onward course of disease in the human system with any of the various patent concoctions under patent names so numerous in the market today.

There is but one remedy known to medicine that can bring new life and vigor to worn-out nerves, restore to their normal condition the functions that depend upon nerves and brain, properly nourished and fed, that cures sleeplessness, always indigestion, sends healthy blood coursing through the veins, tones up the system and makes the weak strong again, and that is Paine's celery compound—the discovery of the greatest of America's many great physicians.

Paine's celery compound is not a patent medicine. It is the one prepared remedy that has the unqualified indorsement of those physicians whose knowledge and ability have made their names known not only among their immediate neighbors, but throughout the country.

No other prepared remedy was ever recommended publicly or privately by the head of the medical department of a great university. No other remedy ever had the hearty endorsement of the wives and householders of the wealthiest as well as the poorer citizens in every community.

A single bottle, to be had of any reputable druggist, will prove its unequalled merit to every family who today some member suffers from the much-to-be-fared beginnings of what before the Winter is past, unless attended to promptly, may prove to be the final breakdown.

"Paine's celery compound," says Hon. R. L. McKee, of Jefferson City, in Missouri, "Paine's celery compound is so good that I feel that a recommendation from me can add very little weight, but I do wish to gratefully recommend it to those who have never been so fortunate as to try it."

There is no season so favorable as this for taking advantage of the wonderfully renovating virtues of this remedy. Don't begin the Winter in poor health. Nature has little to do for you unless you have unaided the fagged-out brain or to restore to health the diseased nerves. Paine's celery compound nourishes perfectly the bodily system. It cures diseases of the stomach, organs of digestion, circulation, and excretion, regulates the entire nervous system and supplies the body with strength to combat disease.

White Ribbon Remedy Can Be Given in Glass of Water, Tea or Coffee Without Patient's Knowledge. White Ribbon Remedy will cure or destroy the diseased appetite for alcoholic stimulants, whether the organs of digestion, whether a "tippler," social drinker or drunkard. Impossible for any one to have a habit for alcoholic liquors after using White Ribbon Remedy. Portland, Oregon: Woodard, Clarke & Co., Fourth and Washington streets. By mail, St. Louis, Mo.: Dr. J. C. Moore, 1111 N. 2nd St. C. MOORE, Supt. W. C. T. U., Ventura, Cal.

White Ribbon Remedy will cure or destroy the diseased appetite for alcoholic stimulants, whether the organs of digestion, whether a "tippler," social drinker or drunkard. Impossible for any one to have a habit for alcoholic liquors after using White Ribbon Remedy. Portland, Oregon: Woodard, Clarke & Co., Fourth and Washington streets. By mail, St. Louis, Mo.: Dr. J. C. Moore, 1111 N. 2nd St. C. MOORE, Supt. W. C. T. U., Ventura, Cal.



HON. R. L. M'KEE.



SICK HEADACHE

Positively cured by these Little Pills. They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating. A perfect remedy for Dizziness, Nausea, Stomachic, Bad Taste in the Mouth, Coated Tongue, Pain in the Side, TORPID LIVER. They Regulate the Bowels. Purely Vegetable. Small Pill. Small Price.

Curse

DRINK DRUNKENNESS CURED

White Ribbon Remedy

White Ribbon Remedy will cure or destroy the diseased appetite for alcoholic stimulants, whether the organs of digestion, whether a "tippler," social drinker or drunkard. Impossible for any one to have a habit for alcoholic liquors after using White Ribbon Remedy. Portland, Oregon: Woodard, Clarke & Co., Fourth and Washington streets. By mail, St. Louis, Mo.: Dr. J. C. Moore, 1111 N. 2nd St. C. MOORE, Supt. W. C. T. U., Ventura, Cal.

White Ribbon Remedy will cure or destroy the diseased appetite for alcoholic stimulants, whether the organs of digestion, whether a "tippler," social drinker or drunkard. Impossible for any one to have a habit for alcoholic liquors after using White Ribbon Remedy. Portland, Oregon: Woodard, Clarke & Co., Fourth and Washington streets. By mail, St. Louis, Mo.: Dr. J. C. Moore, 1111 N. 2nd St. C. MOORE, Supt. W. C. T. U., Ventura, Cal.



What

you get with PEARLINE: 1. Very little rubbing—soak, don't tug. 2. Less hard work—rinse, don't scrub. 3. Less wear and tear—preserve, don't destroy. 4. Better health—stand up, don't bend double; live, don't merely exist. 5. Saving of time—precious, don't waste it. 6. Absolute safety—be sure you're right, then go ahead.

A Pearl Line Gains